

Minutes Tempe Aviation Commission October 13, 2020

Minutes of the Tempe Aviation Commission virtual Microsoft Teams meeting with call in +1 (480) 498-8745 United States, Phoenix (Toll) Conference ID: 398 967 921# held on October 13, 2020, 6:30 p.m.

(MEMBERS) Present:

Lane Carraway (Chair)
W. David Doiron
Valeriy Khaldarov
Stuart Mitnik
Trevor Pan (Vice Chair)
Ellen Poole
Peter Schelstraete
Desiree Walker

(MEMBERS) Absent:

John Lynch (Excused)

Citizens Present:

Shannon Dutton

City Staff Present:

Oddvar Tveit, *Environmental Quality Specialist, City of Tempe*

Agenda Item 1 – Call to Order

Mr. Carraway called the meeting to order at 6:31 p.m.

Agenda Item 2 – Public Appearances

There were no requests to address the commission.

Agenda Item 3 – Consideration of Meeting Minutes (September 8, 2020)

Mr. Carraway asked if there were any requests for changes to the drafted minutes and receiving no requests, he asked for a motion to approve the drafted September meeting minutes.

Motion: Mr. Pan moved to approve the minutes. The motion was seconded by Mr. Doiron.

Action: The motion to approve the drafted September 8, 2020 meeting minutes passed by a unanimous vote. Ayes: Mr. Carraway, Mr. Doiron, Mr. Khaldarov, Mr. Mitnik, Mr. Pan, Ms. Poole, Mr. Schelstraete and Ms. Walker.

Abstentions: None. Nays: None. Absent: Mr. Lynch.

Agenda Item 4 – Staff Updates

Mr. Tveit addressed the following items:

1. Supplementary information about s-turns over North Tempe

As requested, staff had been in contact with the City of Phoenix Aviation Department Planning and Environmental to solicit comments on three topics, the first being s-turns which can bring aircraft over north Tempe neighborhoods off the normal approach paths. The comments added information to what was received from staff and Mr. Doiron at the September meeting:

- Even with lower activity levels because of COVID-19, the airport still has arrival and departure banks with higher amount of arrivals during certain times of the day.

- These maneuvers off the normal arrival paths before landing ensure a safe approach, and typically occur during peak arrival flows to PHX. In situations where some aircraft on approach are too high or too low, too fast or too slow, or the approach is impacted by winds picking up etc. pilots need to make adjustments.

Mr. Carraway had contacted staff about approaching aircraft over his neighborhood in September 2020 and turns made on final approach over North Tempe by three aircraft on September 11, 2020. The s-turns were investigated and explained to the members. The result of examining flight track data, approach speeds, altitudes and pilot communications with PHX TRACON and the PHX approach control for the three aircraft was that all the s-turns were executed during:

- a) Visual conditions when final separation between aircraft before landing is primarily left to the pilots.
- b) A busy evening hour, when a mix of regional jets and larger jets were sequenced to the approach for the same runway.

One of the turns by a Southwest aircraft was executed after the pilots being periodically alerted first by PHX terminal control (TRACON) and then after hand-over to the PHX approach control, about the need to reduce speeds, and lastly the air traffic controller calling out to the pilots that slower aircraft was four nautical miles ahead in the flow to the north runway. Typically, pilots will anticipate a turn off the normal flight path or do it when alerted by an air traffic controller when other aircraft in the area might interfere with aircraft's ability to keep the required safe distances of separation that need to exist between flying aircraft at all times.

Because terrain below the approach to the north runway is higher on the east side over Papago Park and surrounding neighborhoods than it is over the downstream Phoenix Rio Salado riverbed, above ground altitudes were investigated for the s-turns. The lowest at 644 feet AGL measured over the Crosscut/SRP canal and the east end of the Rolling Hills Golf Course. The altitudes above ground of the airlines that make these turns away from a straight in approach path and over North Tempe neighborhoods depend on when the turn starts and ends. The pilots will try to get back on the glide path which has a three-degree slope.

2. The PHX Comprehensive Asset Management Plan (CAMP) process:
 - The FAA recently approved Environmental Assessment (EA) draft purpose and need statement.
 - City of Phoenix expects to complete the EA in approximately thirteen months. Phoenix is awaiting direction from the FAA on whether or under which conditions public "in person" EA workshops can be held during the pandemic. Or if the EA public process needs to be conducted through "virtual" means.
 - Because of the CAMP's impacts for the Union Pacific Railroad and the BUILD (Better Utilizing Investments to Leverage Development) grant of \$24 million to construct a 24th Street overpass of the rail line, the Federal Railway Administration is heavily involved in the EA draft review.

Discussion:

- Considering the prevailing winds and the CAMP footprint of under a built out preferred alternative from a heat island perspective, will local emissions from a larger airport with more gates accumulated during the summer morning hours be blown towards Tempe during the afternoon hours? With a reduction in fuel burning emission sources at the airport, more electrification of ground equipment, shading of parking lots, including improvements causing less congestion on roadways in and around the airport; some reduction to the future growth of fuel burning emissions and ground level ozone formation on hot days may occur. It is at this time too early to determine what the outcome of the CAMP in terms of mitigations included with each development project. The EA needs to show that the developments do not compromise State Implementation Plans to attain the National Ambient Air Quality Standards (NAAQS), including the 2017 8-hour ozone moderate area plan.
- The commission should alert the City Council to the CAMP and the meteorological conditions for dispersion of pollutants across Tempe associated with the plan to give the airport a larger footprint with more concrete

and enlarged airport area for ground movements. The sustainability commission is working on this issue from a climate perspective and the commission could include them in the information about the CAMP.

- The Commission needs to focus on the potential impact of facilitating growth in terminal and gate capacity and the consolidation of cargo operations. These will cause increased traffic and aircraft noise at all hours and at the most noise sensitive hours of the day, night and very early hours. Union Pacific in Oklahoma has yet to buy in to the CAMP plan regarding the grading and a taxiway over the railroad to a new cargo area. This is the time for the city to voice its concerns, when there is ample capacity for new air cargo at Phoenix-Mesa Gateway.

3. PHX Noise monitor terminal upgrades.

The item was on the agenda but not addressed by the commission.

Agenda Item 5 – Annual Activity Report

Mr. Tveit had included a draft annual report to the meeting materials. Mr. Carraway confirmed with the attending members that they had read the report and asked for comments. The following comments were made:

Mr. Khaldarov started attending commission meetings in January of 2018.

Mr. Schelstraete, the report appears not to show that missed meetings were excused or attendant having problems connecting to a virtual meeting.

Motion: Mr. Mitnik moved to approve the drafted report with the one corrected attendance record. The motion was seconded by Mr. Doiron.

Action: The motion to approve the drafted 2020 annual activity report meeting minutes passed by a unanimous vote.

Ayes: Mr. Carraway, Mr. Doiron, Mr. Khaldarov, Mr. Mitnik, Mr. Pan, Ms. Poole, Mr. Schelstraete and Ms. Walker.

Abstentions: None. Nays: None. Absent: Mr. Lynch.

Agenda Item 6– Commissioners' business

Discussion and action on a recommendation to Mayor and Council in a bullet point format about the Commission's concerns about the impacts of elements in the PHX Comprehensive Asset Management Plan, with the possible but not necessary cooperation of the Sustainability Commission. An open discussion of any items in the plan, but should include the consequences of adding terminals and staging areas and a consolidated facility for cargo operations, and potential heat island effects and ground ozone impacts.

Staff follow up:

Coordination of meeting participation with Sustainability Commission staff and City of Phoenix Aviation Department.

Agenda Item 7– Schedule next TAVCO meeting

The next meeting was scheduled for November 10, 2020 6:30 through Microsoft Teams.

Agenda Item 8 – Adjournment

Motion: Mr. Pan moved to adjourn the meeting. The motion was seconded by Mr. Doiron.

Action: The motion to adjourn the meeting minutes passed by a unanimous vote. Ayes: Mr. Carraway, Mr. Doiron,

Mr. Khaldarov, Mr. Mitnik, Mr. Pan, Ms. Poole, Mr. Schelstraete and Ms. Walker. Abstentions: None. Nays: None.

Absent: Mr. Lynch.

Prepared by: Oddvar Tveit

Reviewed by: Christina Hoppes